



Community Plan Update

# Location of Comment		Comment	City of San Diego Response
1	General	Need to have more emphasis on the young, Latino population that is earning less than the area medium income. Need emphasis on providing affordable housing (need more than 10% affordable housing) (Theresa Quiroz, PC Workshop).	
2	General	Gentrification in SESD is a concern, especially in the historic districts; need to include discussion regarding this in the Environmental Justice section of the plans (Theresa Quiroz, PC Workshop).	
3	Global search	Check for consistent usage: Southeastern SD, Southeastern San Diego, Southeastern, Southeast, or SESD.	
4	Cover	Add City of San Diego and the Great Seal to Southeastern San Diego and Encanto Neighborhoods	
5	Acknowledgments	Planning Department – Add Admin Espinoza, Intern to Southeastern San Diego and Encanto Neighborhoods	
6	Global search	Change reference to Village Districts (plural) to Village District (singular) to reflect revision in boundaries.	
7	General	Need to have more emphasis on the young, Latino population that is earning less than the area medium income. Need emphasis on providing affordable housing (need more than 10% affordable housing) (Theresa Quiroz, PC Workshop).	
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Response to Comments Matrix
GLOBAL COMMENTS

#	Location of Comment	Comment	City of San Diego Response
12	Global search	Change reference to Village Districts (plural) to Village District (singular) to reflect revision in boundaries.	
13	General	Need to have more emphasis on the young, Latino population that is earning less than the area medium income. Need emphasis on providing affordable housing (need more than 10% affordable housing) (Theresa Quiroz, PC Workshop).	
14	Page 1-4, Plan Organization	Consider removing the description of each chapter. Consider moving Table 1-2 General and Community Plan Elements into this section and referencing it. There is currently no reference to Table 1-2 in the introduction. Consider combining Plan Organization, and How to use the Community Plan with Section 1.4 Planning Framework.	
15	Demographic Profile	There is a reference to Chart 2-1, but there is not Chart 2-1, there is a Chart 1-1. Since it is pages later, consider moving the chart or referencing the page number. The Table of Contents refers to the Chart as 1-1.	
16	Figure 1-1	Remove the shading of Encanto Neighborhoods.	
17	Figure 1-2 Encanto Neighborhoods Planning Area and neighborhoods	Differentiate background color of surrounding communities Add a legend Capitalize "neighborhoods" in the Figure title.	
18	Section 1.4 Planning Framework, Other Related Land Use Plans and Documents	The SESD plan does not describe the master plan areas like the Encanto Neighborhoods plan does. Possibly provide a description of the Master Plan area, or mention the Historic Study.	
19	Table 1-1	Review and revise. The table indicates that Historic Preservation is located within Land Use in the community plan, but it is actually its own element. The Arts and Culture Element is also missing from the Community Plan side of the table.	



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Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
1	Land Use Map	Update maps so that the back ground colors are consistent. Encanto does not show the background land use in grey, but SESD does (Peerson, PC Workshop).	
2	Land Use Map	931 S. 30th Street. Proposed development as commercial fast food with drive through (Linda Greenberg, Workshop Comment)	
3	Zoning Map	Commercial and 32nd Street, revise to CC-3-6 on Eastside (Steve Ward, Workshop Comment) .	
4	Zoning Map	Parcels zoned CC-3-6 are not the correct shade of red. Change to the correct dark red shade (Steve Ward, Workshop Comment).	
5	General	Manufacturing for export (Steve Ward, Workshop Comment)	
6	Land Use Map	Put a cap over the culvert on (Imperial Ave / Akins Ave) from 69th to 62nd street trolley. Landscape and bike path/walking path (Workshop Comment on Map).	
7	Land Use and Zoning Maps	I would like to see the Industrial Area from 28th to 32nd Street along Commercial Street eliminated and that corridor to be consistent with what is planned for the western end of this corridor, i.e. high density residential and mixed uses. I co-own 3191 - 3167 Commercial Street and 105 31st Street. I am aware of other property owners who also desire this land use designation (H. Eugene Meyers, Workshop Comment).	



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Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
8	Land Use and Zoning Maps	<p>It is respectfully requested that the proposed land use characterizations and corresponding zoning for the Southeastern San Diego community plan be revised from light industrial to high density residential and/or mixed uses for the area along the Commercial Street Transportation Corridor from the eastern side of 28th Street to 32nd Street. The western side of this corridor from 28th Street to Interstate 5 has already been proposed for this type of land use. It is submitted that this type of land use be extended along the entire Commercial Street Transportation Corridor, so as to avoid diving the land uses along the transportation corridor between tow inconsistent types.</p> <p>This will provide a significant imeptus for urban infill type developers to increase the inventory of affordable housing for the City of San Diego. In addition, it would result in the gradual relocation of the existing industrial uses along Commerical Street that have become incompatable with the growing residential community. As an aside, this might even provide a framework to assit in th resolution of the conflicted land use issues currently beguiling the adjoining Barrio Logan Community, in that it could provide an expaning residential inventory, including affordable housing, for Barrio Logan residents seeking to relocate into a nearby, more homogeneous residential neighborhood.</p> <p>I have been in contact with several urban infill contractors, including Bridge Housing, and have received expressions of interest from all of them to participate in such a redevelopment project. I have also disscussed this issue with many property owners within this affected area who collectively own several blocks and have received expressions of support from them in seeking such land ues re-characterization (Eugene Meyers).</p>	
9	Chart 2-2: Development Types and Land Use Classifications	<p>The order of the land use designations should be consistent throughout the land use element (Including on the Table 2-3: Land Use Classifications and Permitted Densities/Intensities. Table 2-4: Land Use Classifications in Southeastern San Diego). Residential land use should be first, followed by commercial.</p>	
10	Land Use Map	<p>Consider adding CPIOZ to both cover transit corridors and villages - CPIOZ A</p> <p>Add CPIOZ B to 43rd St. Caltrans right-of-way.</p>	



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#	Location of Comment	Comment	City of San Diego Response
11	Land Use and Zoning Maps	<p>Pursuant to our meeting with you recently, Alex Zirpolo and I have reviewed the proposed Community Plan update and suggest revising the zoning from 20th to 22 streets between Commercial and Imperial to Neighborhood Mixed Use CN-1-4 as compatible to adjacent parcels and zoning extending easterly along Imperial Avenue. These combined areas create a village environment in keeping with the goals of the new Plan and the Commercial/ Imperial Corridor Master Plan. This proposed zoning is in keeping with Community Plan goals and directives and other similar areas along major corridors in the plan:</p> <ul style="list-style-type: none">• Combining compatible commercial, retail, and/or office uses in same building or site with higher density residential (pg 2-19)• serve many market segments and the overall community (pg 2-19)• Mixed use zone with building heights rising up to 60 feet near the trolley stations or at the center of mixed use areas (pg 2-19) <p>As a major landholder in this area for 26 years, Mr. Zirpolo has been working for a number of years to create a community node around his properties with emphasis on a central grocery surrounded by a mixed use development of residential and service commercial creating a walking living sustained environment. With the first phase in place as the Walmart Neighborhood Grocery in the renovated Farmers Market Building, it is appropriate to continue with development of the surrounding parcels as mixed use commercial/retail with residential above in line with the Commercial/ Imperial Corridor Master Plan.</p> <p>To address potential concerns with this revision:</p> <ul style="list-style-type: none">• Noise – These blocks are located within the 65-70 dB range like the majority of the Plan area. Two blocks of Community Commercial zoning will remain as a buffer between I-5 and the revised Community Mixed Use zoning (similar to other zones along I-5 and Highway 94).• Traffic – Traffic should not increase greatly by this revision as Community Mixed Use and Community Commercial are similar in generation. Studies have already included the Neighborhood Grocery use which has a fixed lease for 60 years. This area is developing as a walkable community with small retail/service uses along Imperial and bus and trolley lines along Imperial and Commercial respectively.• Views – Due to location topography above downtown and the bay, 3rd floor and up residential units will have terrific views increasing the quality of life for residents in this neighborhood. (Cindy Blair, URBAN PROJECT SERVICES)	



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Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
12	Commercial Street Between 28th and 32nd Street	<p>The following comments were received regarding re-zoning Commercial Street between 28th and 32nd Street:</p> <ul style="list-style-type: none">- I spoke with you yesterday about a forthcoming letter from Ralph Hughes. After discussing this matter with family members and clearing up our misunderstanding with Ralph, we agree with the letter to endorse keeping our area zoned for light industrial and authorize the use of our name. (Samon Stannard, A & B Truck)- As you can clearly see by the number of businesses in favor of the industrial zoning, your plan for our area between 28th & 32nd on Commercial should be light industrial. I misunderstood the Definition of mixed use Residential when I spoke to the Commissioner.You had it right! (Ralph Hughes)- I support your proposal to maintain the current light industrial zoning. As a neighborhood resident and business owner for the past 45 years, I've seen the importance industrial zoning has played - and continues to play- in the City and Port of San Diego. At least 75% of Commercial Street property owners between 28th and 32nd agree with maintaining the status quo zoning. We endorse your proposal to retain these parcels in the light industrial land use category (Ralph Hughes)- The following properties located along Commercial Street in San Diego 92113, Located between 28th and 32nd Streets are in solid agreement that this zoning be kept industrial (Tom Stanley; Enrique Frsquirel, SA Recycling; Bernard Maertz, Surface Technologies; Bedford; Hughes Trust; Andy Stannard, A and B Recycling; Jose Torres, EKCO Metals; 2929 Commercial)	
13	Table 2-2 Additional Standards and Incentives in Villages	<p>Minimum Density and Intensity. Does this apply in SEDS, if so do we want to include a discussion about density transfer within the text of the land use element (similar to Encanto).</p>	
14	Policy P-LU-9	<p>"Work with Caltrans to eliminate the freeway structure in order to redevelop the parcels for a variety of community serving uses. " What specific freeway structure is this policy referring to? We should include additional details to identify the structure.</p>	



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Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
15	Policy P-LU-31	This policy may change if the land use designation request is approved along the Commercial Corridor.	
16	Page 2-5 Active Frontage	Add text describing what active frontage is. For example, as taken from the SESD community plan, "Active frontage refers to street frontages where there is an active visual engagement between those on the street and those on the ground floors of buildings. This quality is assisted where the front facade of the buildings, including the main entrance, faces and opens towards the street. "	



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#	Location of Comment	Comment	City of San Diego Response
17	General	<p>The Community Plan update must be considered in the context of the Barrio Logan rejection and has not yet been voted on by the Southeastern San Diego Planning Group.</p> <p>Georgette Gomez was correct on the organic chemicals being a potential fire hazard.</p> <p>"It's a bubble of toxicity created in the community/" Gomez said, pointing out that the presense of flammable chemicals and other industrial supplies can pose public-safety hazards as well as health risks."</p> <p>However, these chemicals preponderantly are diesel fuel for the Navy. The choices to power the Navy are presently limited to air (wind) diesel (chemical) or nuclear; otherwise, the navy cannot fulfill its mission.</p> <p>I argued for the exchange of residential land presently in Barrio Logan for industrial land presently in Southeastern San Diego. In order for this exchange to work it must be financially feasible. The new residential land would have to be goverened by smart growth, such as being 10 stories high and be fire and earthquake proof. Ninety percent of units would be market rate, and 10 percent would be affordable for low income families or housing for the aged.</p> <p>Present low income housing at about half million dollars for eac unit is charity for the developers.</p> <p>Mixed use jobs on the first floor in the buildings could provide jobs for many of the residents including those in the afforable apartments. Well-paying middle class jobs at the shipyards will provide upward mobility for some of the present Barrio Logan residents. Since this type of change, which is needed, to reguarize zoning will be disruptive, a 50 year grandfather zoning overlay should be provided.</p> <p>A new trolley station at Imperial Ave. and I-15 will permit changing from the trolley to the I-5 rapid transit bus, which would provide access for the people of Southeastern San Diego to jobs and institutions both North and South.</p> <p>I also asked the question has any member of the planning department who has been involved with the Barrio Logan and/or the Southeastern updates had an involment or relationship with a developer? This question was ignored. I hope that the City has a policy on this subject. (Robert Leif)</p>	
18	Goals	<p>Goals 1 and 7 both use the word vibrant</p> <p>Reword Goal 9 to be a goal</p>	



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Response to Comments Matrix
LAND USE

#	Location of Comment	Comment	City of San Diego Response
19	Page 2-4, Active Frontage	This discussion might be best moved to Urban Design. Maybing introduce it in Land Use, but include the figure and larger dicussion should appear in Urban Design.	
20	Figure 2-2, Active Frontage	The figure is a little hard to read, the street names cover the red line in areas and you cannot tell if it is solid or stripped (for example, this occurs on Euclid Ave.). Is is uncelar if the required frontage includes all four corners of certain streets or begins on one side of a corner and not on the other (Ex. Corner of Market and 63rd). I think there might be a way to call out exactly where required and permitted frontage begins and stops.	
21	Future Land Use	Consider combining the Existing Land Use discussion with the Future Land Use discussion and removing existing conditions land use charts and tables.	
22	Table 2-5	Consider changing "net new" to "capacity"	
23	P-LU-8	Identify the Land Use Diagram mentioned. Is it the Active Frontage Figure?	
24	Page 2-19, Mixed Use	Consider adding a sentence to refer to the General Plan for mixed use policies.	
25	Page 2-20, Residential Land Use	Neighborhoods: Consider changing the discussion about character around being "strong" or "less stong" to something less hierarchial by using words like "different" or "unique" Residential Uses: Restructure the sentence "Medium-High density development is facilitated close within a few blocks to the north and south of the heart..." The reference to Figure 2-4 is to a vacant/underutilized map that does not exist. Figure 2-4 is a noise contours map.	
26	P-LU-14	Not sure this policy is necessary as it is covered in the General Plan and regulated by the Municpal Code.	
27	P-LU-17	Consider editing this policy. It partially reads like it is preserving single family because it provides affordable housing.	
28	Page 2-12, Affordable housing policies	Consider removing most of thees policies and just referencing the Housing Element. Maybe include a couple of sentences describing what you would like to see SESD achieve with regards to affordable housing instead.	



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Response to Comments Matrix
LAND USE

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29	Page 2-22, Commercial, Employment, and Industrial Land Uses	Commercial Land Uses: second sentence in first paragraph starting, "In most parts of the community," is confusnig, consider rewording. Policies: consider moving the following policies to Urban Design: Lu-28, -29, -32, -35; and relocating the following policies to Mobility: LU-30, -33.	
30	Page 2-23, Institutional Uses and Open Space	Institutional Uses: Refer to the Public Facilities Element for more information. Policies: Consider moving the following policies to the Recreation Element: LU-40, and -42.	
31	Page 2-24, Environmental Justice	Public Health discussion is located here which works but also consider referencing and moving some of the discussion and policies to Urban Design and Public Facilities and cross referencing. (For Example, landscape treatment policies would make sense in Urban Design). This could help integrate Public Health throughout the plan and give people more options with where to find Public Health related discussions.	
32	Page 2-27, Noise	The text refers to Figure 2-6 as the noise contours map, however it is listed as Figure 2-4. Policies: LU-59 and -65 may conflict with each other.	



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Response to Comments Matrix
MOBILITY

#	Location of Comment	Comment	City of San Diego Response
1	General	The County of San Diego maintains certain roadway segments and facilities within the Southeast San Diego Community Planning Area on Imperial Avenue and YMCA Avenue. Any revisions or impacts to these roadways should be highlighted as affecting the County and mitigated (Todd Synder, County of San Diego).	The Draft Mobility Element proposes a buffered bike lane along Imperial Avenue west of 40th street until Interstate - 805. No road diet or lane diet is proposed along Imperial Avenue east of I-15.
2	Intersections in Signal List	31st and Market has been funded for a traffic signal; 31st and Imperial, 31st and Oceanview, 31st and Commercial, and others meet signal warrants, yet, they are not mentioned in the report. The report should review all intersections in our signal list and show them as qualified for signals. 31st St appears to be in need of more detailed analysis, given the number of intersections that meet warrants (Julio Fuentes).	
3	LOS	What is going to be done to mitigate all the red (level of service E/F) intersections and segment locations? (Julio Fuentes).	
4	Synchro Analysis Report	Please provide all the synchro analysis reports and also the electronic synchro files and simulations network for our review (.sin and .sim files)(Julio Fuentes).	
5	Raw Volume Data	Please provide all the raw volume data including machine counts and manual counts for our files (Julio Fuentes).	
6	Page 1-8, Figure 1-1	Trolley lines shown incorrectly (Brian Genovese).	
7	Page 3-5, Table 3-2	Column 3 heading – change “Requirement” to “Recommended” (Brian Genovese).	
8	Page 3-6, Figure 3-2	Legend shows bikeway classes that are in development and not adopted. If used, need to show the various sub-classes as a reference in Appendix (Brian Genovese).	
9	Page 3-14, Figure 3-5	Illustrative view should not show yellow stripes for bike lane buffers (Brian Genovese).	



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10	Table 3.1	In the South Eastern San Diego Report has a lot of useful data. It identifies the roadway classification and if there is sidewalk or bike facility within that segment of roadway. Can we get that information in an Excel format? (Gary Chui)	
11	Figure 3-1	In the South Eastern San Diego Report shows the locations of missing pedestrian facility. Can we get a copy of that GIS layer? Can we get the same information for bike facility and other transportation assets that have been evaluated? (Gary Chui)	
12	Figure 3-2	In the South Eastern San Diego Report shows the high pedestrian demand locations. Can we get a copy of that GIS layer? Can we get the same information for transit facility, bike facility, and other transportation assets that have been evaluated? (Gary Chui)	
13	Table 3-3.A	In the South Eastern San Diego Report shows the Pedestrian Level of Services at AM Peak Hour. Can we get that information in an Excel format? Can we get the same information for transit facility, bike facility, and other transportation assets that have been evaluated? (Gary Chui)	
14	Table 3-3.B	In the South Eastern San Diego Report shows the Pedestrian Level of Services at PM Peak Hour. Can we get that information in an Excel format? Can we get the same information for transit facility, bike facility, and other transportation assets that have been evaluated? (Gary Chui)	
15	Figure 3-5a	In the South Eastern San Diego Report shows the locations of pedestrian crossing study intersections (AM Peak Hour) Can we get a copy of that GIS layer? (Gary Chui)	
16	Figure 3-5b	In the South Eastern San Diego Report shows the locations of pedestrian crossing study intersections (AM Peak Hour) Can we get a copy of that GIS layer? (Gary Chui)	
17	General	The plan proposes to create seating plaza and parklets within the City’s ROW. Please note that the attorney is in currently discussing the proper use of public ROW. (Gary Chui)	



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#	Location of Comment	Comment	City of San Diego Response
18	General	wherever plan mentions walking and pedestrian improvements, it should also mention pedestrian safety (Workshop Comment).	The mobility element addresses pedestrian safety, and is focused on ensuring that walking, transit and cycling are convenient, pleasant, safe and desirable modes of travel. <i>Section 3.1 Active Transportation</i> specifically addresses pedestrian safety in the subsection titled "Walkable Communities" and in the related policies on page 3-3.
19		Consider Residential Parking/Diagonal Parking on Hamison. Parking is tough on this street. Look at the parking on Newton Avenue for an example (Workshop Comment).	
20	Policy P-MO-9	Refers to the Cesar Chavez trolley station, all other references to this station call it the 25th and Commercial Station. We should make the references consistent.	
21	Page 3-11, Policy 3.6.1	Use corret formatting for this policy. Not sure the if policy is referencing a general plan policy, or if this formatting is just a relic from an old document.	
22	P-MO-18 to 20	What policies are these referencing? Either remove policy number or add reference.	
23	Throughout Text	You will notice that I did include a San Diego Trolley Map in part 1 so you would know what the current trolley routes are. I thought this would help for Figure 1-1. This is a well written report and easily understood. Your consultant has done well. The comments are just minor changes. Thank you for taking the time to discuss the traffic modeling and forecasting part of this report. It appears we are both on the same page of understanding the mechanisms. As always, if you have any questions or comments, you are welcome to contact me.(Caltrans Reviewer)	



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24	Technical Study: Page 51, Transit Stop	The ability to install amenities (shelters and benches) in most locations in the study area is limited by the constrained space and lack of infrastructure. MTS would welcome sidewalk upgrades (including widening) and other improvements that would allow placement of more amenities in the community while adhering to accessible path and other requirements. The Americans with Disabilities Act (ADA) requires that sidewalks have an 8' deep pad at bus stops to accommodate wheelchair loading and unloading. (MTS, Denis Desmond)	
25	Technical Study: Table 5.1 and National Avenue Corridor Master Plan	Suggestions for curb bulb outs to reduce crossing distances should be coordinated with MTS. Bulb outs at bus stop locations require much longer curb space for bus stops and make it challenging to safely align the bus with the curb. MTS recommends eliminating curb bulb outs at corners that have bus stops, or extending the bulb to a length of 60' to 80' to include the bus stop. That would provide additional sidewalk width for bus stop amenities. Also, curb bulb outs should not be placed on corners where buses make right turns, as the length of bus requires the extra space to turn. MTS can work with the City on identifying locations of bus stops, bus turns, and potential future stops and turns. (MTS, Denis Desmond)	
26	Technical Study: Page 178, second paragraph	The ability to place benches at every bus stop is constrained by the available sidewalk space and infrastructure. MTS cannot install benches where doing so would violate ADA minimums for accessible path widths. Additionally, benches in some locations may be undesirable to the community and/or inappropriate for the location. MTS suggest adding "where feasible" to account for these locations. (MTS, Denis Desmond)	
27	Technical Study: table 5.4	This table indicates a trash can at every bus stop. MTS advises that it only provides and maintains trash cans at off-street stations and bus stops with a shelter. All other trash cans are provided and serviced by the jurisdiction (in this area, typically City of San Diego), a community organization (most often a Business Improvement District), or a private party such as an adjacent property owner. As with benches, in some locations trash cans may be infeasible due to space constraints, and in other locations undesirable to the community. (MTS, Denis Desmond)	



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28	Technical Study: Page 193, Market Street	The report proposes to reduce Market Street from 4-lane roadway to 2-lane roadway between 19th and 32nd Street. With frequent bus service on two routes along this segment (Routes 3 and 5 both operate every 15 minutes during the base weekday), MTS is concerned about the impact on transit travel speed and on-time performance for these routes. Reducnig roadway capacity by 50% could have a significant impact on transit performance, reducing the quality of service for local riders and increasing operating costs. (Current examples exist in several locations along westbound University Avenue in City Heights and North Park, where the reduction to one lane creates a bottleneck with a major impact on out route's performance in these corridors.) Given that the report projects that these segments will be operating at LOS F (non-HCM analysis), MTS is concerned about the effects on our ability to meet other community goals for service quality and desirability, performance, and mode share. (MTS, Denis Desmond)	
29	Technical Study: Pages 194 and 196	Illustrations: While recognizing that the drawings are just illustrations at this point, they do show a landscaping buffer between the curb and the sidewalk. Please note that at bus stop locations, if the sidewalk is not already directly adjacent to the curb, then the curb and sidewalk need to be bridged with hardscaping (concrete, asphalt, etc.) to allow safe access to and from the bus. (MTS, Denis Desmond)	
30	Technical Study: Page 196, Imperial Avenue and National Avenue	The proposed removal of the center left turn lane does not indicate how left turn movements would occur. If they are still to be allowed from the travel lane, this could have significant impact on through traffic, including bus traffic. (MTS, Denis Desmond)	



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31	Technical Study: Section 5.3.4, Intersecrtion queuing	Long queues at intersections, especially where the green phase does not clear the whole queue, have a negative impact on MTS schedules and service performance. The effect is especially acute for buses, which accelerate more slowly than other vehicles. We suggest consideration of separate queue jump lanes, where feasible, that would allow bus to bypass the queue and proceed through the intersection before general traffic. (MTS, Denis Desmond)	
32	Technical Study: Section 5.4, ITS	MTS supports the expansion of Transit Signal Priority measures along corridors like Market Street, Ocean View Blvd. , National Avenue, 43rd Street, Imperial Avenue and Logan Avenue. Implementation of TSP would require hardware to be installed on buses and possibly new signal controller equipment. We would be pleased to work with the Clty in advancing any feasible TSP proposal. (MTS, Denis Desmond)	



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Response to Comments Matrix
URBAN DESIGN

#	Location of Comment	Comment	City of San Diego Response
1	Figure 4-7 Storefront Design	Ground floor-to-floor height should be a minimum of 13 feet (as per P-UD-32) not 15 feet as indicated in figure.	
2	Page 4-12, Village Areas and Key Corridors	Last paragraph states that the Specific Plan will be included in the Implementation Element. This statement should be modified.	
3	Figure 4-6	The text of the figure (A-D) does not correspond with the correct items in the figure. The Figure should be relettered to start at A to match the text.	
4	P-UD-25	Should reference Figure 4-7 not 4-6.	
5	P-UD-46	Update Figure reference to Figure 4-2.	
6	P-UD-59	Update Figure referene to Figure 4-1.	
7	Page 4-16, Streetscape and Public Realm	Remove extra period after second sentence.	
8	Page 4-24, Street Tree Character Drivers, Second Paragraph	In the second sentence, add space between 'areas' and 'should'	
9	General Plan Crosswalk Table	Consider using a different work than "over-riding" maybe "overarching"?	



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Response to Comments Matrix
ECONOMIC PROSPERITY

#		Location of Comment	Comment	City of San Diego Response
1		Table 5-1	Change Public Facilities and Services Topic Areas to Economic ProspertiY Topic Areas and Add a Public Facilities Column	
2		Policy P-EP-1	Policy states "concentrate commercial activity in the vicinity of commercial corridor intersections, with pedestrian orientation..." Should this policy state concentrate commercial activity along the area's main commercial corridors and not just at commercial corridor intersections?	



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1	General	We need disaster centers in both Community Planning Areas. Use existing centers and proposed centers. Design to handle 300 plus people. This would include emergency back-up generation, storage for food and water. Consider using: Southcrest Park, ECC, Memorial, MLK Park, O'Farrel, Lincoln High, and Gompers (Workshop Comment).	
2	General	It seems what we may likely to lose access to some 60% of the water supplies we currently enjoy City Planning in Zero Water Environments I've told the county board of supervisors, I've told the city council, and even the communities in southern san diego... is there something more I can do to help get the word out and effect change - before it is too late? (Gregory Morales)	
3	Page 6-2	Remove chapter references and instead use element reference. Ex. Use Land Use Element instead of Chapter 2.	
4	Page 6-8, second column, first paragraph	City Land Development Manual and Stormwater Standards Manual, is this one or two documents? Sentence is confusing the way it is worded.	
5	Page 6-12, Policies P-PF-18, 20, 22, and 23	Remove number references at the beginign of the policy, or if these numbers are connected to a general plan policy or other document list them at the end and reference them completely.	
6	Page 6-12, Policy P-PF-20	Change "implements" to "implemented"	
7	Page 6-3, second column, second paragraph	Mention that the Fire Department has identified a new fire station at 65th and Broadway which could potentially serve the Encanto Neighborhoods community. In addition, expand/add detail on what the term "hot spot" means?	
8	Page 6-8, Gas, Electricity, Wireless...	Edit Heading to read " <u>Public Utilities, Wireless Communications Facilities, and Street Lights</u> "	
9	Page 6-8, second column, last paragraph	Add the following as the last sentence, " <u>See General Plan Policies PF-M.1 through PF-M.4 for further guidance.</u> "	



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10	Page 6-9, Wireless Communications	Add the following as the last sentence, " <u>See General Plan Policies PF-L.1 through PF-L.13 for further guidance.</u> "	
11	Page 6-9, Policies	Move the Water, Sewer and Stormwater Infrastructure policies in front of the Public Utilities policy to correspond with how the topics are discussed in the text.	
12	Page 6-8, first column, thrid paragraph	Spell out acronym TMDL (total maximum daily load).	



Community Plan Update

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Response to Comments Matrix
RECREATION

#	Location of Comment	Comment	City of San Diego Response
1	page 7-14, and age 7-19	Issue with ADA misstatement on page 7-14. All parks are required to meet ADA guidelines, not just parks going through renovations. This statement needs to be changed (Theresa Quiroz, PC Workshop).	
2	APN 550-770-0300	Currently proposed as RM-1-1. Add parcel as a potential park on parks map, but do not rezone it (Jeff Harkness).	
3	Figure 7-2 Existing and Proposed Parks and Park Equivalencies	Deck over creek and creek linear park and bikeway (Steve Ward, Workshop Comment).	
4	Page 7-2 Goals	Goal 5 and 6 are redundant	
5	Page 7-3 Parks and Recreation Facilities	Change first sentence to read " The General Plan Recreation Element describes three categories of parks: Population Based Parks, Resource Based Parks, and Open Space Lands" so that the listing is in order of how each is discussed in the subsequent text.	
6	Page 7-3, column 1, paragraph 2	Change sentence to read, "Mini parks are 1 to 3 usable acres and serve a population within.."	
7	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Be consistent with usage of 0.0 in the existing usable acreage and proposed usable acreage columns. Be consistent with use of bullets in Proposed Actions and Recommended Recreation Amenities.	
8	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Would the proposed actions at Grant Hill, and Mountain View Park add additional acreage?	



Community Plan Update

#	Location of Comment	Comment	City of San Diego Response
9	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Number 16, "G" Street and 32nd Street includes a confusing sentence under the Existing Conditions column which states: "Potential park site only if the on-ramp as part of SR-94 is not constructed as a park". Need to clarify this sentence.	
10	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	Recreation Centers and Aquatic Centers, is there additional information that should be included in the table? All columns and rows are currently blank.	
11	Page 7-6, column one, paragraph one	Delete extra comma.	
12	Page 7-17, Preservation	Change title to be "Preservation, Protection and Enhancement"	
13	Page 7-17, second column, third paragraph	Delete extra semi-colon.	
14	Page 7-20, Open Space Land, first and second paragraph	Delete extra period, and fix spacing after "low intensity recreational uses"	
15	Table 7-2 Existing and Proposed Population based Parks and Park Equivalencies Inventory	There is a empty triangle lot behind my house they might be a potential spot for a park. I'm not sure if it's city owned though. I have attached a map of Shelltown that has the spot highlighted in green. (Chris Rhanor)	The triangular lot is divided into two parcels (2560 and 2559). Both parcels are owned by the City of San Diego.



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
CONSERVATION & SUSTAINABILITY

#	Location of Comment	Comment	City of San Diego Response
1	Page 8-2	Include reference to table 8-1 in the Text.	
2	Page 8-3, Transit Oriented Infill, second paragraph	Update sentence to reflect updated village boundaries. i.e. remove reference to separate village in Southcrest neighborhood and remove reference to replacing existing freeway ramps and vacant land if applicable.	
3	Page 8-11, Urban Forestry, first paragraph	Spell out carbon dioxide instead of using CO2	
4	Page 8-11, Urban Forestry, second paragraph	Spell out the number nine	
5	Page 8-15, Urban Agriculture and Community Food Security	Eliminate dash in the word environmental.	
6	Page 8-15, second column, s	Third, it is also a way to productively..."	



Community Plan Update

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Response to Comments Matrix
HISTORIC PRESERVATION

#		Location of Comment	Comment	City of San Diego Response
1		Page 9-3, Identification and Preservation of Historical Resources	Remove reference to Appendix D.	
2		Policy P-HP-5	Policy refers to the Japanese american community in Southeastern. Need to include information about the community within the text of the Historical resources element, otherwise the policy seems disconnected.	According to the Historic Context Statement: During the 1920s and 1930s, the Japanese population in San Diego was scattered throughout the city in locations such as Mission Valley and Pacific Beach, as well as surrounding areas including Spring Valley, Chula Vista and Otay Mesa. Japanese community buildings were established in Southeastern San Diego, close to populated enclaves downtown. For example, a Buddhist Temple of San Diego was established at 2929 Market Street in Grant Hill in 1928. The Japanese families that settled in Southeastern San Diego were forced to move to internment camps during World War II. Following the war, most who had owned agricultural land did no, or could not, return to their properities and resettled elsewhere.
3		Identification and Preservation Policies and Educational and Incentive Policies	Remove italics from the opening paragraph to keep the font throughout the document consistent.	



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Response to Comments Matrix
ARTS AND CULTURE

#	Location of Comment	Comment	City of San Diego Response
1	Policy P-AC-13	Sentence is cut off. Add something like "...arts and culture in the community"	



Community Plan Update

Draft Community Plan Update
Response to Comments Matrix
IMPLEMENTATION

Comment Number	Location of Comment (Page Number, Paragraph Number, Figure Number, Etc.)	Comment	City of San Diego Response
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